CITY COUNCIL
ATLANTA, GEORGIA

A RESOLUTION BY

01-R-0186

TRANSPORTATION COMMITTEE

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AMENDMENT #1 FC-7041-98, ENVIRONMENTAL IMPACT STATEMENT (EIS) WITH KIMLEY-HORN AND ASSOCIATES, INC., FOR THE DEPARTMENT OF AVIATION AT HARTSFIELD ATLANTA INTERNATIONAL AIRPORT. TO EXTEND THE CONTRACT TERM AND ADD ADDITIONAL FUNDING IN AN AMOUNT OF TWO MILLION TWO HUNDRED FIFTY THOUSAND DOLLARS, AND SHALL BE CHARGED TO AND PAID FROM FUND, ACCOUNT AND CENTER NUMBER: 2H21 524001 R21001.

WHEREAS, the City of Atlanta did award FC-7041-98, Environmental Impact Statement (EIS), to Kimley-Horn and Associates, Inc. on behalf of the Department of Aviation; and

WHEREAS, the contract term for completion of the Environmental Impact Statement project has an effective completion term of two (2) years, and terminates in March, 2001, and

WHEREAS, the anticipated project completion date contingent upon the Federal EIS approval process is July 2001, the additional work will require funding in an amount of Two Million Two Hundred Fifty Thousand Dollars,

WHEREAS, it has been determined that it is desirable and in the best interest of the City of Atlanta and the Airport for Kimley-Horn and Associates, Inc. to be responsible to complete the required work.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, that the Mayor be and is hereby authorized to execute this Amendment Agreement #1 with, Kimley-Horn and Associates, Inc. on behalf of the Department of Aviation, in an amount of Two Million Two Hundred Fifty Thousand Dollars for completion of work; all contracted work shall be charged to and paid from Fund Account and Center number 2H21 524001 R21001.

BE IT FURTHER RESOLVED, that the Director of the Bureau of Purchasing and Real Estate be and is hereby directed to prepare an appropriate amendment agreement for execution by the Mayor, to be approved by the City Attorney as to form.

BE IT FURTHER RESOLVED, that this agreement shall not become binding on the City and the City shall incur no liability upon same until such contract has been executed by the Mayor and delivered to the contracting party.

BE IT FINALLY RESOLVED, that all contracted work shall be charged to and paid from Fund, Account and Center Number: 2H21 524001 R21001.

(BPRE-crc/01/29/01)

A true copy,
Rhonda Dauphin Johnson
Municipal Clerk, CMC

ADOPTED by the Council FEB 19, 2001
APPROVED by the Mayor FEB 24, 2001

JUSTIFICATION FOR EXTENDING AND ADDING FUNDS TO KIMLEY-HORN EIS CONTRACT

Extension of Contract

The contract's effective date was March 24, 1999 and was scheduled to continue for two years, terminating in March of 2001, with the option to extend. Kimley-Horn's work is not anticipated to be completed until mid-July of 2001. This completion date is contingent upon the federal EIS approval process. It is not possible to complete the work prior to the end of March 2001. Thus, an extension is needed.

Adding Funds to Contract

Prior to receiving a workscope and cost estimate for Phase 1B and 2, DOA budgeted $3,000,000. These two phases and their budget were for development of the baseline (Phase 1B) and the development and analysis of alternatives, as well as to wrap up the EIS (Phase 2). The FAA-approved workscope and cost estimate submitted later by the team exceeded the $3,000,000.

The team has been submitting invoices that will have them very shortly exceed the previously authorized amount. There are three primary reasons for this:

1. The current authorized amount was not based on the subsequently FAA-approved work scope. The scope, and related cost, to adequately investigate and document potential environmental impacts exceeded the originally approved amount. A primary component driving this is air quality analysis. Given that the Atlanta area is nonattainment for ozone, adequately addressing this issue to EPA's and other state and federal agencies' satisfaction is of paramount concern. However, many other ground transportation and airfield/airspace modeling tasks are required to be performed in support of the air quality work, which increase costs.

2. Some tasks approved in the original FAA scope have had their scope expanded due to unanticipated conditions found in the field. An example is environmental due diligence audits, where the EIS team has been required to perform many more than they had originally assumed in their budget.

3. EPA requested that the FAA perform additional analysis that was not originally foreseen. This stems from an EPA concern focused on cumulative impacts. The FAA complied with this request.

The vast majority of the analysis for Phase 2 has been completed. The team completed the draft EIS (DEIS) and the FAA released it to the public on December 29.

The remaining work to complete in Phase 2 is:

- Conduct public hearing/information workshop(s)
- Perform all necessary coordination to answer comments
- If additional analysis is required to address comments, perform analysis
- Compile and release FEIS
- Prepare FAA's record of decision (ROD)
- Close project out

An additional amount of $2.25 million is needed to fully complete the EIS. This includes up to $340,000 in possible contingencies. The additional funding needed consists of three components:

Amount Needed to Complete "Basic" EIS

Through October, 2000, they have invoiced for approximately the full authorized amount. We are anticipating the ROD in July 2001. Currently, we do not foresee any problems predicated on environmental grounds based on the team's analysis or based on any comments from the public, groups, or agencies.

The amount anticipated needed to complete the "basic" EIS is $1.33 million.

Contingency Analysis Arising from Public Comments

When the public reviews the document, the possibility always looms that someone may state a legitimate concern on environmental grounds that requires the concern to be analyzed. This has certainly happened in other EISs. The originally authorized amount did not include any contingency amount for this purpose The following table lists possible tasks that may, or may not, be needed to be performed.

Contingency Task	Estimated Fee and Expenses
Trip to FAA Headquarters for Coordination	$10,000
Additional Air Quality Analysis	$60,000
Additional Environmental Justice Analysis	$40,000
Additional State/Federal Coordination Meetings	$30,000
Printing Additional DEIS/FEIS Copies	$15,000
Additional Noise Analysis	$50,000
Additional Simulation Analysis	$60,000
Historic Resource Coordination	$75,000
Total Contingency	$340,000

We are assuming that up to $340,000 may be needed to cover this type of additional work.

EPA Requested Analysis

EPA made a request for additional analysis, which the FAA granted. The No-Action alternative in 2005 and 2010 assumes the commuter runway is operational. However, because the commuter runway was approved in 1994 and no heavy construction has occurred to date, EPA was concerned about assessing the impact of going from a four-runway configuration to a five air carrier runway airfield.

To do this requires that a four-runway analysis be performed for 2005 and 2010. The additional work will focus on noise and air quality, as well as incorporating the analysis in the DEIS and EPA coordination. The cost estimate is $552,000 for this four-runway analysis. The funding for this additional analysis is not included in the originally authorized amount.

Additional Funds Requested Summary

I propose adding the following the funds to their contract:

$1,330,000	To complete basic EIS
$340,000	For any contingency analysis that could arise from public comments
$552,000	For the four-runway analysis requested by EPA
$2,222,000	Total additional funds

For budgeting purposes, say $2.25 million.

Kimley-Horn and Associates, Inc.
9,000-foot 5th Runway EIS
Hartsfield Atlanta International Airport
Estimated Charges
Without 4-Runway Alternative Analysis or Need to Complete
Substantial Additional Analyses

1/4/01

	Fee Authorized	Additional Estimated Charges to ROD
PHASE 1A		
Lump Sum Labor & Expenses	$258,031.00	
Other Expenses	$33,000.00	
PHASE 1B		
Lump Sum Expenses	$25,000.00	
Labor	$312,580.00	
Other Expenses	$987,992.00	
PHASE 2		
Lump Sum Expenses	$66,000.00	
Labor	$643,694.60	
Other Expenses	$2,035,613.00	
Additional Printing		
PDEPS/DEIS/FEIS		$70,000.00
Additional Workshop Boards		$8,000.00
Preparation of EDDA's for additonal acquisition parcels		$190,000.00
Total		$4,629,911.00

Possible Additional Tasks Between DEIS-ROD

1. Trip to Washington, D.C. to meet with FAA headquarters staff - $10,000
2. Additional Air Quality analysis - $30,000-60,000
3. Additional Environmental Justice analysis - $20,000-40,000
4. Additional review/meetings to respond to agency/public comments - $20,000-30,000
5. Additional copies of DEIS/FEIS - $15,000
6. Additional noise analysis - $30,000-50,000
7. Additional simulation analysis - $40,000-60,000
8. Historic resource coordination – 4(f)/303(c) evaluations for properties if SHPO requires noise to be considered an adverse effect, as well as a Memorandum of Agreement - $50,000-75,000

Scope of Services (SOS)

Hartsfield Atlanta International Airport

4-Runway and No Build Analysis

Environmental Impact Statement for

Extension of 5th Runway and Associated Projects

Task 3.1 Coordination between Consultant and Agencies

Task 3.1.1 Coordination-External

Coordination will be required with agencies including FAA, EPA, DOA, and EPD throughout this supplemental effort. Given the fast-track nature of this supplemental effort, a high degree of coordination will occur. Preparation for, attendance at, and summarization of up to eight meetings is included in this task.

Assumptions

- None

Deliverables

- Meeting summaries

Task 3.1.2 Coordination- Internal

The Consultant will undertake three separate but parallel technical analyses under this supplemental scope. These analyses will be coordinated closely to provide valid, realistic results. Included is also the iterative process of reviewing and revising the output from each model to suit the requirements of the other models (including conversion of SIMMOD output for noise and air quality modeling, and noise modeling's feedback into portions of air quality). This is particularly important because of the anticipated requirement to examine constrained schedules and activity levels, and the project's fast-track nature.

Assumptions

- None

Deliverables

- None

Task 3.2 Air Quality

Task 3.2.1 Emissions Inventory Analysis

Task 3.2.1.1 Aircraft Emissions

The portion of the emissions inventory dealing with aircraft will be based on individual aircraft, their engine types, and their time in four specific operating modes (approach, landing, takeoff, taxi/delay).

Assumptions

- Runway utilization, aircraft delay, and taxi patterns (taxi-in and taxi-out) for the 4-Runway Alternative will be determined in consultation with the SIMMOD and noise group staff and will be based on typical aircraft routings for the airport.

Deliverables

- None

Task 3.2.1.2 Parking Lots and Roadway Emissions

The emissions due to other mobile sources, namely parking lots (including garages) and roadways, will be estimated for roads and parking facilities located both on airport property and those located within the immediate vicinity of the airport. The analysis will focus on the change in Vehicle Miles Traveled (VMT).

The inventory of emissions due to parking lots and parking garages will consider the annual number of vehicles traveling into and exiting from the lots, the average speed of the vehicles in the lot, their average idle time, and the average distance traveled in the lot.

The inventory of emissions due to roadways will consider the annual number of vehicles traveling on each roadway segment, the speed limit posted for the roadway segment, and the length of the roadway segment.

Assumptions

- Emissions from parking lots and roadways would be determined based on data relating to the annual traffic data, idle time, etc. provided by Wilbur Smith Associates.

Deliverables

- None

Task 3.2.1.3 Stationary Source Emissions

Emissions due to stationary sources such as power/heating plants, incinerators, fuel storage tanks, solvent degreasers, and surface coating will be inventoried. Analysis of these sources would consider the annual amount and type of fuel used or stored, and the annual amount of paint and solvent degreasers used.

Emissions due to the operation of training fire facilities will be evaluated, if needed. This analysis considers the type of fuel burned, and the annual amount of fuel used for the fires.

Emissions for stationary sources will be estimated based on prior emissions inventories for these sources and available inventories as prepared under Title V of the Clean Air Act.

Assumptions

- The data collected as part of the No-Action Alternative will be reflected in the 4-Runway Alternative analysis.

Deliverables

- None

Task 3.2.2 Dispersion Modeling Analysis

Task 3.2.2.1 Review & Process SIMMOD Results

Prior to quantifying the emissions inventory analysis for the 4-Runway Alternative, the Consultant will review and process the SIMMOD data files. Included in this effort will be review of the number of operations, aircraft categories, airfield configurations, taxi distances, general gate areas, runway utilization, and arrival/departure delay values. Considerable effort is necessary to process the SIMMOD data for incorporation into the emission inventory. The air quality staff will coordinate all efforts with the SIMMOD staff to ensure effective processing and data accuracy.

Assumptions

- Coordination with the SIMMOD staff will be expected to ensure delay number are reasonable. Fleet mix and scheduling will conform to the limited runway configuration of the 4-Runway Alternative.

Deliverables

- The results of the fleet mix and operational delay numbers will be included in the draft air quality technical appendix.

Task 3.2.2.2 Review & Process INM Fleet Mix & Runway Use

Prior to determining the air quality impacts associated with the 4-Runway Alternative, specific coordination with fleet mix and runway assignments must conform with the noise analysis. Efforts included in this task are to confirm and process:

- Forecast activity levels and fleet mix
- Runway utilization

This task would include review for consistency of the initial aviation planning assumptions and findings associated with the forecast development and noise analysis.

Assumptions

- This analysis will focus on the peak year operational conditions forecast for ATL within the current planning horizon (Peak Month Average Day (PMAD) and peak hour conditions).

The focus of this effort will be to ensure consistency between the data used for simulation, noise and air quality assessments.

Deliverables

- A table will be produced comparing the aircraft operational data for the simulation, noise and air quality analyses.

Task 3.2.2.3 Refined Dispersion Analysis

This task addresses USEPA's request to evaluate dispersion modeling concentrations from the future 4-Runway configuration. As a result, the future 2005 and 2010 forecast years will be evaluated for ambient air concentrations from dispersion modeling under the assumption that no fifth runway is operational at ATL.

The air quality analysis will be conducted in accordance with the National Environmental Protection Act (NEPA), the 1990 Clean Air Act Amendments, FAA Order 5050.4A, *Airport Environmental Handbook*, as directed by FAA Order 1050.1D — *Policies and Procedures for Considering Environmental Impacts*, and FAA's *Air Quality Procedures for Civilian Airports & Air Force Bases*.

Assumptions

- Localized air quality impacts at traffic intersections will not need to be evaluated within the context of a future 4-Runway Alternative. However, surface transportation emission sources as they relate to ATL's parking, ingress/egress roadways, and airport operations will be included in the supplemental dispersion modeling analysis.

Deliverables

- None

Task 3.2.3 Evaluation of Potential Cumulative Impacts

This task provides the efforts to allow for a limited air quality analysis of potential future changes at ATL for which FAA approval is not being sought. This task does not provide for a rigorous analysis, but would include a primarily qualitative assessment of future potential air quality impacts. The analysis will focus on preparation of an airport emissions inventory based on general assumptions about the operation of the future facilities. Where possible, the detailed data developed in the previous tasks will be incorporated. Focus will be made on inventory comparisons between the 4-Runway Alternative, No-Action Alternative, and Alternatives 1 and 2.

Assumptions

- The analysis will focus on some future airport facilities beyond that proposed for approval. Operational assumptions would be more qualitative, and where possible the detailed information on the airport operational characteristics would be incorporated from the previous tasks.

Deliverables

A future out-year airport emissions inventory estimating the potential cumulative emissions associated with potential airport development.

Task 3.2.4 General Conformity Analysis

The Consultant will prepare a General Conformity determination in accordance with the requirements of the Clean Air Act to determine whether the proposed airport development meets the goals of the State Implementation Plan (SIP). Particular attention will be made between the 4-Runway and No-Action Alternatives, the 4-Runway and Alternatives 1 and 2, and the No-Action and Alternatives 1 and 2.

The results of the air quality analysis will be compared to the Georgia SIP and to the associated '*de minimis*' levels to determine conformity, as described in the Phase 2 Scope of Services, Task 2.1.10. The conformity determination analysis, review, and notification process will be determined in consultation with the appropriate air quality agencies

Assumptions

- None

Deliverables

- None

Task 3.3 Noise Modeling and Analysis

3.3.1 Translate SIMMOD Output Data to INM Fleet

This task provides for the effort necessary to review and analyze the SIMMOD output for the 2005 and 2010 No-Build Alternative at ATL. The SIMMOD output will be evaluated to determine runway and fix assignments, day-night splits, and fleet mix for each future year as input into the INM. The conversion of the SIMMOD output fleet to an INM fleet mix will be undertaken as early as possible to facilitate input into the Air Quality analysis.

Assumptions

- SIMMOD output provided in database format as previously done.
- Specific information relating to any constrained forecast operational levels for the average annual day in 2005 and 2010

Deliverables

- Detailed INM fleet mix for input into Air Quality and INM analyses.

Task 3.3.2 Develop INM Input for Two Cases

For the No Build Alternative and the 4-Runway Alternative, the results of the analysis of the SIMMOD output data (as described under Task 3.1.2) will be incorporated into a pre-processing spreadsheet format. The spreadsheet-processing model will be based on those developed for the previously completed ATL noise analysis. The spreadsheet model will write out the resulting data in a format appropriate for input into the INM. This effort will be conducted for the 2005 and 2010 conditions.

Assumptions

- None.

Deliverables

- Operational input files in INM format for the 2005 and 2010 4-Runway Alternative.

Task 3.3.3 EPA No Build and 4-Runway Noise – Future Conditions

Data collected from Task 3.3.2 will be used in the INM to model the No Build Alternative and the 4-Runway Alternative noise for the future years of 2005 and 2010. Contours of 65, 70, and 75 DNL will be prepared.

Assumptions

- None

Deliverables

- Future 4-Runway DNL noise contours for the years 2005 and 2010 in electronic format (.DXF file) for subsequent development of presentation graphics and input into subsequent noise impacts analysis tasks.

Task 3.3.4 Future Grid Point Analysis

A grid point analysis for the No Build Alternative and the 4-Runway Alternative will be developed for each of the future years of analysis. The analysis will be based on the grid point locations used for the previously completed noise analysis and will report the same supplemental metrics.

Assumptions

- The grid analysis will be limited to the grid points and noise metrics analyzed in earlier phases of this project.
- The grid analysis will be developed for each future year (2005 and 2010) for the 4-Runway Alternative.

Deliverables

- 2005 and 2010 noise statistics for the 4-Runway Alternative in 2005 and 2010.The output will be provided in electronic format (spreadsheet files) for the identified grid areas and location points for the metrics used in the previous analysis.

Task 3.3.5 FICON Noise Analysis

As recommended in the report of the Federal Interagency Committee on Noise (FICON), a noise analysis will be conducted to determine the areas (if any) within the 65 DNL contour that would experience an increase in noise of 1.5 dB DNL or greater as a result of the Project for each of the future years (2005 and 2010) for the No Build Alternative and the 4-Runway Alternative. Similarly, an additional analysis will be conducted to identify any areas (if any) between the 65 and 60 DNL contours that would experience an increase in noise of 3.0 dB DNL or greater as a result of the No Build Alternative and the 4-Runway Alternative for 2005 and 2010. Noise sensitive sites will be evaluated as described in Task 3.4.

Assumptions

- The task provides for FICON analysis comparisons between the No Build Alternative and Build Alternatives and the 4-Runway and Build Alternatives only.

Deliverables

- A series of noise contour comparisons for each future year (2005 and 2010) that identifies the areas of FICON significant noise increases. The comparisons will compare the No Build Alternative and Build Alternative and the 4-Runway Alternative and Build Alternatives for 2005 and 2010.

Task 3.4 Evaluation of Noise Sensitive Sites and Compatible Land Uses

The impact of aircraft noise related to noise sensitive sites will be assessed. To determine the impacts to both noise sensitive sites and compatible land uses, the 65 DNL, 70 DNL, and 75 DNL contours based on the 4-Runway configuration will be overlaid with the GIS data created during Phase 2.

Assumptions

- None

Deliverables

- None

Task 3.5 SIMMOD Simulation and Analysis

Task 3.5.1 Develop Constrained Future Flight schedules

It is anticipated that the hourly activity pattern of the future flight schedules (2005 and 2010) developed based on the EIS forecast will result in excessive delays under a 4-Runway Alternative. Therefore, the hourly distribution of arrivals and departures in the future flight schedules for the 4-Runway Alternative will be modified based on reasonable assumptions about how the airlines might respond to a capacity constraint by adding operations in non-peak hours. In addition to flattening the peaks of the flight schedules, activity reductions may be needed to assure realistic delay levels. Activity reductions will be accomplished by canceling flights in IFR conditions and, if needed, by reducing the number of scheduled flights in VFR. The outcome of these modifications (peak flattening and flight reductions) will be "constrained"

flight schedules for the forecast years of 2005 and 2010. The constrained flight schedules will be used to generate EVENTS files for the simulations of the 4-Runway airfield.

Proposed modifications to the flight schedules will be reviewed with DOA and FAA prior to initiating the simulation analysis. Revisions will be made within one week of receipt of comments.

Assumptions

- None

Deliverables

- Graphs of hourly distributions of scheduled arrivals and departures and SIMMOD EVENTS files for 2005 and 2010.

Task 3.5.2 Perform Simulation Analysis

The simulation analysis of the existing, 4-Runway airfield will be performed in this task. This analysis will include modifying existing AIRSPACE and GROUND databases, running the SIMMOD model, and tabulating the results.

The No-Action (6,000 ft. fifth runway) SIMMOD databases will be modified to generate AIRSPACE and GROUND databases that reflect the existing 4-Runway airfield operation. VFR and IFR West Flow AIRSPACE and GROUND databases will be generated. A total of four Alternatives will be simulated using the modified EVENTS to measure the performance of the existing 4-Runway airfield:

- West Flow VFR 2005
- West Flow IFR 2005
- West Flow VFR 2010
- West Flow IFR 2010

The results of the simulations will be summarized in table format and will be reviewed with FAA and DOA. Revisions will be made in one week upon receipt of comments.

Assumptions

- None

Deliverables

- Tables summarizing the simulation results.

Task 3.5.3 Simulation Revisions of No-Action Alternative

It is estimated that the No-Action Alternative simulations will need to be revised to be consistent with assumptions about realistic delay levels and consequently with the profile and volume of operations under the existing 4-Runway airfield.

To reduce the No-Action delays to be consistent with the level of realistic delay defined for the 4-Runway airfield, the future No-Action flight schedules may need to be modified consistent

RCS# 2623
2/19/01
3:26 PM

Atlanta City Council

Regular Session

01-R-0186

ADOPT

YEAS:	14
NAYS:	0
ABSTENTIONS:	1
NOT VOTING:	1
EXCUSED:	0
ABSENT	0

Y McCarty	Y Dorsey	Y Moore	A Thomas
Y Starnes	Y Woolard	Y Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
Y Winslow	Y Muller	Y Boazman	NV Pitts

01-R-0186

(Do Not Write Above This Line)

A RESOLUTION BY

TRANSPORTATION COMMITTEE

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AMENDMENT #1 FC-7041-98, ENVIRONMENTAL IMPACT STATEMENT (EIS) WITH KIMLEY-HORN AND ASSOCIATES, INC., FOR THE DEPARTMENT OF AVIATION AT HARTSFIELD ATLANTA INTERNATIONAL AIRPORT. TO EXTEND THE CONTRACT TERM AND ADD ADDITIONAL FUNDING IN AN AMOUNT OF TWO MILLION TWO HUNDRED FIFTY THOUSAND DOLLARS, AND SHALL BE CHARGED TO AND PAID FROM FUND, ACCOUNT AND CENTER NUMBER: 2H21 524001 R21001.

Councilwoman Thomas abstained

ADOPTED BY

FEB 19 2001

COUNCIL

- ☐ CONSENT REFER
- ☐ REGULAR REPORT REFER
- ☐ ADVERTISE & REFER
- ☐ 1st ADOPT 2nd READ & REFER
- ☐ PERSONAL PAPER REFER

Date Referred

Referred To:

Date Referred

Referred To:

Date Referred

Referred To:

First Reading

Committee

Date

Chair

Referred to

Committee: Transportation

Date: 2-14-01

Chair

Action: Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

Committee

Date

Chair

Action: Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

Committee

Date

Chair

Action: Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

Committee

Date

Chair

Action: Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

FINAL COUNCIL ACTION

☐ 2nd ☐ 1st & 2nd Readings ☐ 3rd

☑ Consent ☐ V Vote ☑ RC Vote

CERTIFIED

CERTIFIED

FEB 19 2001

COUNCIL PRESIDENT PRO TEM

CERTIFIED

FEB 19 2001

MUNICIPAL CLERK

MAYOR'S ACTION

APPROVED

FEB 24 2001

MAYOR

LARGE ATTACHMENT:

DOCUMENT(S),

MANUAL(S)

OR

MAP(S)

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